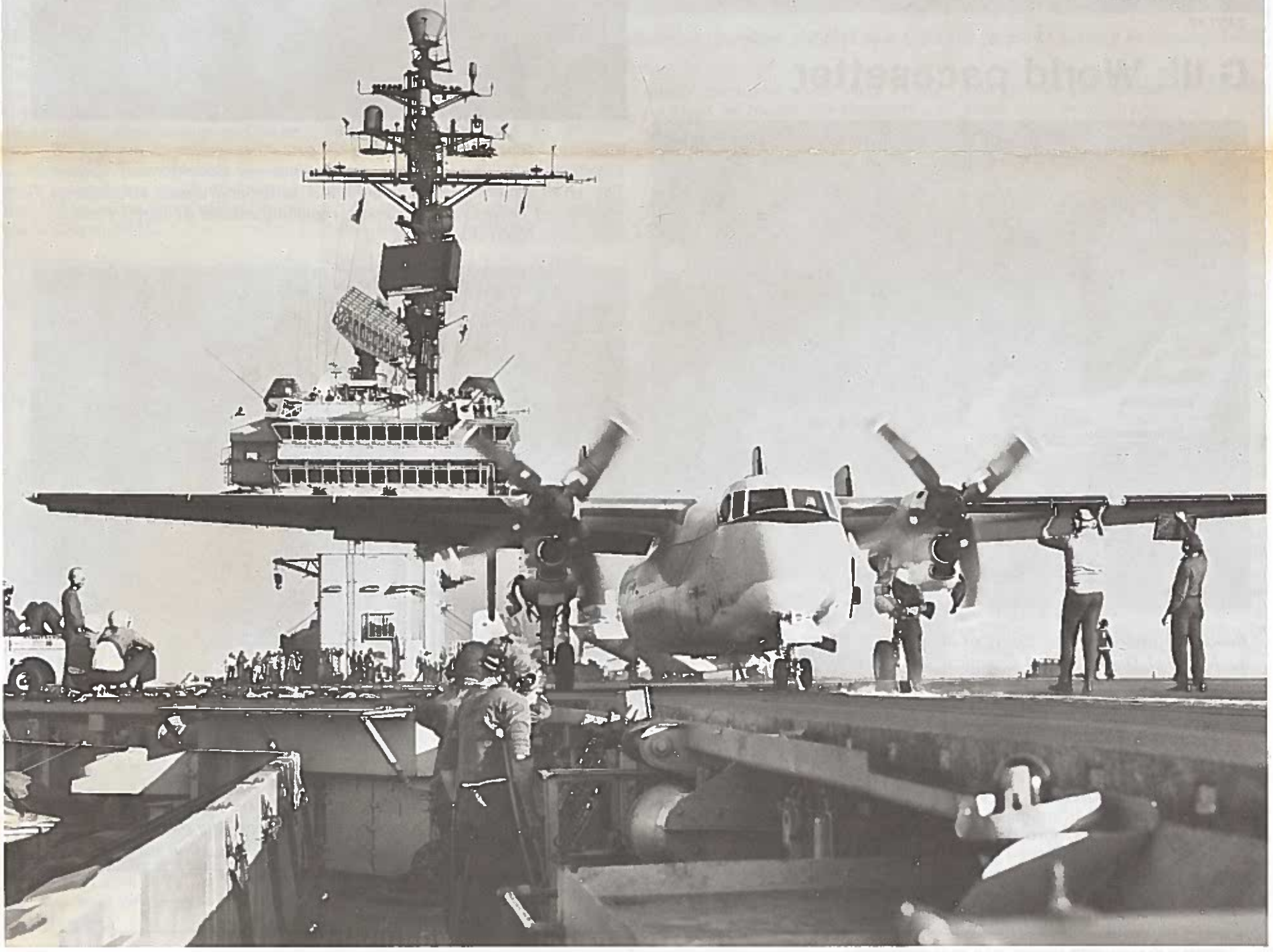
GRUMMAN plane news

Vol. 41, No. 3, February 12, 1982, Bethpage, N.Y. 11714

C-2 line born again

-pg. 3



News roundup

One more to be proud of. *Lt. Cmdrs. Vince Lesh (2-L) and D.C. Smith (L) took the 500th Grumman F-14 to its new family on January 28. The plane left Calverton for fighter squadron VF-1, based in Miramar NAS, California. NAVPRO's Lt. Cmdr. Bill Lindner (R) and the F-14 program's Kurt Hofmann were there for the departure.*

G-III: World pacesetter

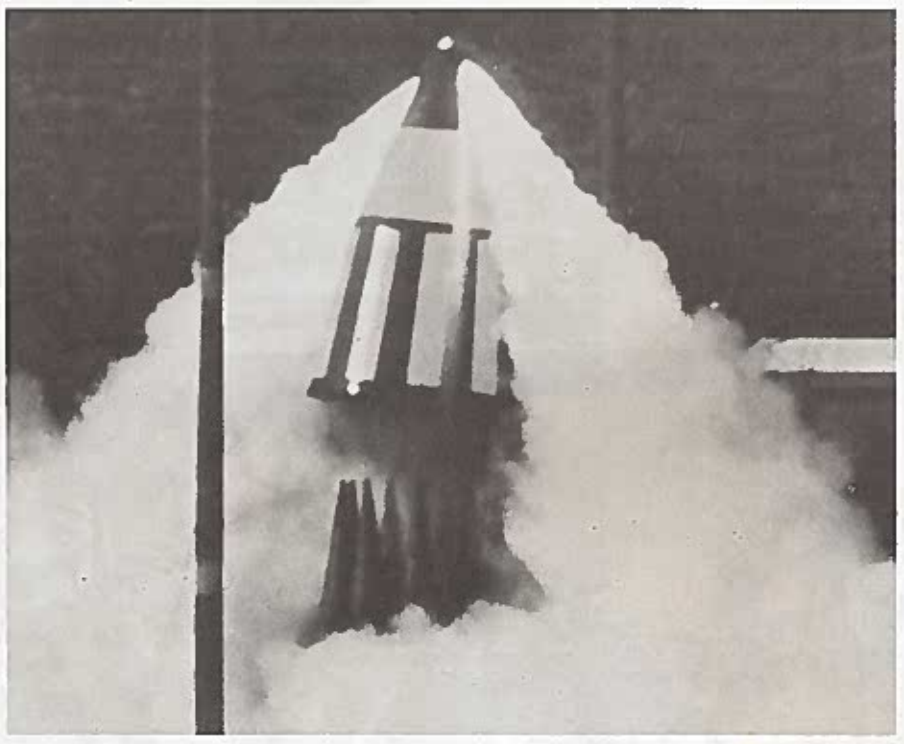
Ready for history. *The 'Spirit of America,' a Gulfstream III owned by National Distillers and Chemical Corporation, gets prepared for departure on the around-the-world record flight.*

The first production Gulfstream III, which is owned and operated by National Distillers and Chemical Corp., broke a six-year-old 'round-the-world record for business jets.

The plane flew over 23,000 statute miles in just over 47.5 hours. Fifteen other records are claimed to have been set during the flight, which began at Teterboro Airport, New Jersey, on January 8. The plane flew an average speed of 535 miles per hour to top by more than nine hours the old record held by Arnold Palmer in a Learjet.

Grumman developed the G-III design for Gulfstream American.

Wire less. *Scott Schaire holds a 40 gate chip similar to the 1553 B Interface chip developed by the Engineering Development Center. The chip Schaire helped design will route and check information transferred between black boxes, replacing masses of wire. Production could begin this Spring.*



MX test. *The Grumman Aerospace-built MX missile shroud was successfully tested in December at Otis AFB, Massachusetts. A total of 20 will be produced for Avco Systems Division, the prime contractor for the missile's re-entry system, under a $12 million program that extends through 1983. The people who work at the Bethpage electron beam welding facility build them.*

Thumbs up for C-2 production line

It's the comeback story of the year. Grumman's C-2A Greyhound, last produced in 1968, is going back into production.

Grumman Aerospace has signed a $30 million advanced procurement contract to begin work on 39 additional C-2A carrier-on-board-delivery (COD) aircraft for the U.S. Navy. This will enable the company to order long-lead-time items before signing an over $700 million, multi-year production contract later this year.

This is the first major contract issued by the Navy under the Administration's drive to reduce cost by providing contractors with stable, long-term production targets.

The first delivery will be in January of 1985. Eight aircraft will be delivered each year from 1985 through 1988 and seven in 1989.

Green light. *Grumman is slated to deliver the first new C-2 COD to the U.S. Navy in January 1985.*

Lifeline for carrier groups

Grumman's C-2A is the logistics lifeline to carrier battle groups at sea. Nineteen were produced for the Navy in the mid-60's to succeed the original COD, the Grumman C-1A Trader. The Navy still has about 32 C-1As in service and several US-3As, the utility version of the Lockheed S-3A antisubmarine aircraft, in addition to 12 of the original C-2As. The Navy will retire all the C-1As in 1985.

"This multi-year contract, covering five years of aircraft deliveries, will enable Grumman to provide substantial cost savings to the Navy," says Grumman Aerospace President George Skurla.

"We will be able to procure sufficient long-lead materials and start minor assembly work early in the program to realize the economy of quantity production. This is not possible under a year-by-year budget."

The savings over year-by-year procurements can be great. In the case of the Grumman contract, the Navy will receive the 39 aircraft for the price that would have bought only 35 through annual purchases.

The design of the C-2A is derived from the E-2C Hawkeye. From wing tip to wing tip they are identical. But, while the Hawkeye carries its distinctive rotodome over the wing as well as sophisticated radar, communications, and computer gear inside the fuselage, the Greyhound has a much wider fuselage to give it 1,920 cubic feet of cargo space. It can carry 28 passengers or five tons of cargo more than 1,000 miles.

Big bird. *The Grumman Greyhound has 1,920 cubic feet of cargo space and can carry 28 passengers or five tons of cargo — more than 1000 miles.*

It's official. *Grumman Aerospace signed a contract on Friday, February 5, to begin work on 39 C-2A Greyhound carrier-on-board delivery aircraft for the Navy. Tom Florip (L), Department of the Navy, and George Skurla (C), president of Grumman Aerospace, signed the contract. New York Senator Alfonse D'Amato (R) and (standing, from L) Assistant Secretary of the Navy George Sawyer, Rep. Bill Carney of Long Island and Rep. Dan Daniel (Va.) of the House Armed Services committee attended the signing.*

Getting ready now

"We'll begin to cut metal by the beginning of next year," Harvey Fromer, the director of the C-2A Reprocurement program explains. He says that detail assembly will take placé in Plants 2 and 3, major assembly in Plant 1 and final assembly and flight test in Plant 4.

Other C-2A work will be done at Great River, Milledgeville and Stuart.

The program's headquarters will be on the second floor of Plant 25. By its peak in 1984-85, 1,000 people from the existing workforce will be working on this program.

"The multi-year aspect," says Fromer, "gives us the security of being able to plan a 39 aircraft program." In fact, he points out, by this time next year the money committed and the value of contracts signed will total about one-third of the entire contract.

Manufacturing modernization:

The right tools in the right

They sit around a conference table, sleeves rolled up, and talk about rearranging the furniture like in an elaborate game of dollhouse. But the furniture they're talking about buying, modernizing, or moving is millions of dollars worth of Grumman manufacturing equipment and facilities.

This group, representing various corporate departments, is meeting with Chris Hansen, director of Industrial Engineering and Advanced Planning. It is only one of scores of meetings with dozens of groups that have taken place since Grumman decided to commit $250 million over the next five years to a major modernization program.

The money will be spend on new, high-productivity manufacturing equipment; improving various manufacturing processes; providing equipment to support new products and new technologies; and improving plants and office areas.

Increased attention

"All Grumman facilities will benefit from these expenditures," says Vice President-Manufacturing Frank Messina. "In recent years, the company has put a great deal of effort into developing and upgrading our operations off Long Island in order to compete in the subcontracts arena. However, our manufacturing facilities here now need increased emphasis."

Deciding how and where to spend the money requires a fair assessment of priorities, Messina notes.

"First you look at what you have and decide whether it needs to be repaired, replaced, or refurbished. Then you look at short-term and long-term requirements — what programs are already on board, and what's coming down the line — and see what equipment you can stay with and what you'll need to buy," Messina explains.

To make those decisions, inputs are required from all manufacturing centers.

"We want everybody to understand as much as possible about manufacturing," he says. "It makes it easier for them to support our needs. We've made our plans known throughout the company — and we've been rewarded with excellent cooperation."

Bringing equipment and facilities up to date enables Grumman to stay competitive and win new programs. "It also gives our production team the best shot at doing the job with high quality and lower cost," says Messina.

The Navy, Grumman's biggest customer, owns a portion of the company's fixed assets, and consequently has a deep interest in Grumman's decision to modernize.

. . . a piece of equipment doesn't have to be replaced just because it's old.

The Navy's concerns include increasing our national industrial preparedness level — which has come in for criticism in recent years — and maintaining a highly responsive surge capability.

"Surge capability means having everything in place and ready to go if production must be suddenly increased," says Messina. "It means being able to turn things out in a hurry in the event of a national emergency."

Listen to the experts

Perhaps most important of all in making its plans for the future, the company listened to the advice of the experts: the Grumman production people who operate the equipment.

When the company conducted the employee attitude survey in the fall of 1980, it asked people how they thought productivity could be enhanced.

"Overwhelmingly, the people who work in the shop said that modern equipment and new technology would help them get the job done faster and better," says Messina.

He is quick to point out, however, that a piece of equipment doesn't have to be replaced just because it's old.

"There's a Lake Erie draw press in Plant 2 that's about 40 years old. It's still every bit as good as it was when it was new. The technology is the same — it's still good for 2,500 tons of pressure."

The Heat Treat department, where most of the equipment is over 25 years old, will be completely refurbished and consolidated into Plant 3.

Grumman produces three million-plus parts per year; the majority of these require heat treat. Because of the tremendous strides made in heat treat technology in recent years, new equipment will improve performance, with commensurate savings.

The planned heat treat facility will be energy efficient, with automatic furnace temperature controls and modern refractories inside the ovens to allow rapid heat-up and cool-down and reduce thermal losses. It will have a centralized control room with electronic communication links.

"It will also be a more pleasant atmosphere in which to perform a hot, difficult job," Messina adds.

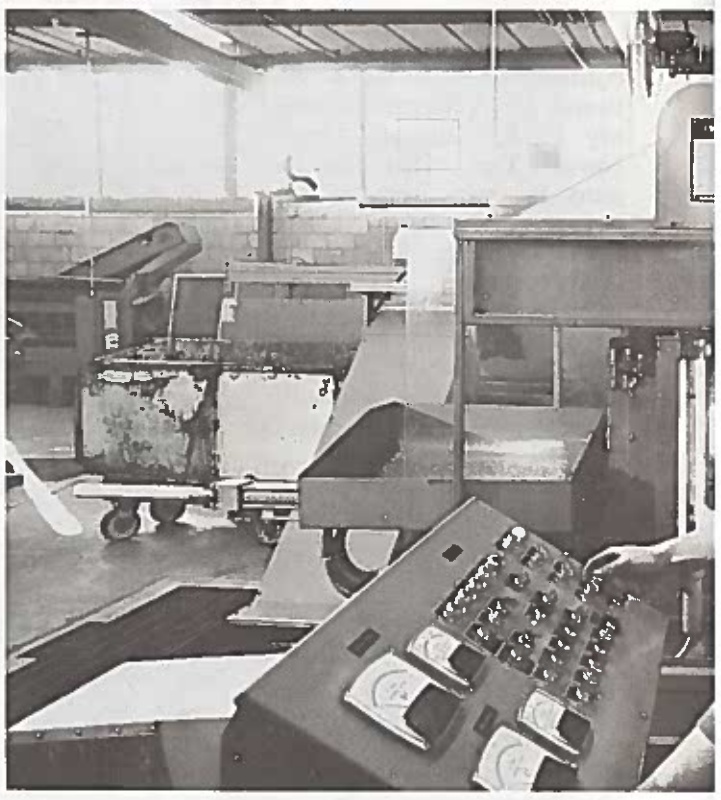
Some of the equipment in the Detail Parts department will be rebuilt, or retrofitted with computer numerical control (CNC). With CNC,

. . . we can enhance our productivity levels by doing more with the resources we have.

a machine can be programmed to perform a given task. It simplifies the setting-up process and cuts down the time necessary for it.

A CNC shear is also in the works. A computer can be programmed to obtain the most economical sheet layout, minimizing scrap. It shears in two directions simultaneously and provides a four-to-one productivity improvement.

In the tool shop, five-axis contour milling machines, grinders, lathes, and jig borers are on



Quick and easy. *Using the new parts maker, Bruce Fi programs. "It saves a lot of material and a lot of time," over again." (Photos by Rich Breunig)*

Easy route. *Steve Parsloe operates Plant 37's new NC (numerical control) router — a machine that cuts flat patterns easier and faster than they could be cut by hand.*

hands

nk turns out small parts used in the F-14 and Boeing ays Frank, "and you get the same good finish over and

the shopping list. In addition, tool shop productivity will be improved by consolidating similar functions into work centers.

New equipment will include stretch presses, and a high-pressure press capable of 14,500 pounds per square inch pressure. A new four-axis part maker is already in place in Plant 37.

Other changes include moving some F-14 work from Plant 1 in Bethpage to Plant 6 in Calverton. "This will help us reclaim needed manufacturing floor space for the C-2 program," says Messina.

The modernization program will provide opportunities for people in manufacturing to upgrade their skill levels, Messina notes.

Enhanced productivity

"The addition of computer-controlled equipment, for instance, will eliminate some operations that are now performed by hand. Those people will be retrained for other jobs.

"This is one of the ways in which we can enhance our productivity levels — by doing more with the resources we have.

"There's no question in my mind that equipment modernization is the key to higher productivity, lower costs, and repetitive quality. But in the final analysis, it's people that make the difference. You can have the finest equipment in the world — but if you don't have people with pride in themselves, their work, and their company, you just don't get there," says Messina.

"We've got the finest production team in the country here at Grumman . . . our people are second to none.

"They deserve the best tools and equipment we can provide."

Robotics

What's it all about, Alfie?

Alfie is a newcomer to Plant 12, but he seems to be drawing a lot of attention — and friends — as he goes about his work.

Bright orange and seven feet tall, Alfie is an ASEA IRb-60 industrial robot, and he's Grumman's first.

Two weeks ago, Alfie cut out 16 parts for an F-14. Warren Brown, who programs and operates Alfie, was thoroughly delighted.

"It's fun, it's challenging, and I think we all felt great when he turned those parts out," says Brown, looking like the kid who got the best toy on the block for Christmas.

"And it was amazing to me that all 16 of them were identical — right down to a very small mistake that I programmed in. Absolutely no variation whatsoever."

Learning stages

Brown came from Department 005 — a routing group — in Plant 3 last July to learn how to operate the robot. His teacher was project engineer Armand Small.

"I just taught him the fundamentals," says Small. "He's done a lot of studying and picked up a lot on his own."

The project is still in its infancy; Alfie won't go into full production until the end of the year.

"Right now, we've still got a great deal of thinking and planning to do, discovering the best ways to utilize robotics," says Small.

Grumman elected to bring robots on board to perform environmentally distasteful work: work that is noisy, hazardous, or unpleasant.

"There are some areas in the company where the turnover rate is very high because, frankly, the work is dirty or disagreeable and no one wants to stay there very long," says Small. "They put in a few months and then want to move on to something else. Manufacturing management would like to upgrade the skill level of the people who perform those tasks, and delegate the work instead to a robot."

Not R2-D2

What actually is a robot: how is it different from any other machine that performs a job?

Small offers this definition, from the Robotics Institute of America:

A robot is a reprogrammable multi-functional manipulator designed to move material, parts, tools, or specialized devices through variable programmed motions for the performance of a variety of tasks.

"Some people can't accept Alfie as a robot," Small says. "He doesn't have the vaguely human characteristics of an R2-D2 in *Star Wars*, for instance. But you can program him to do any number of things."

Alfie can be told to stack bricks on a table, to start drilling holes in a piece of sheetmetal as soon as he runs out of bricks, and to take things out of a box when he's finished drilling holes. He can even sign his own name.

"One of the most exciting things about this project is finding out what the robot is capable of," says Warren Brown.

Safety is an important consideration for anyone working with Alfie, according to Brown.

"You have to develop a healthy respect for the robot. But there's no reason to be any more afraid of it than you would be of your own car," he says.

"Someone has to be with it all the time it's operating. The first thing you learn is never to get into a position where the robot is moving toward you, and there's a solid wall behind you. The robot will push against you until its circuits blow out."

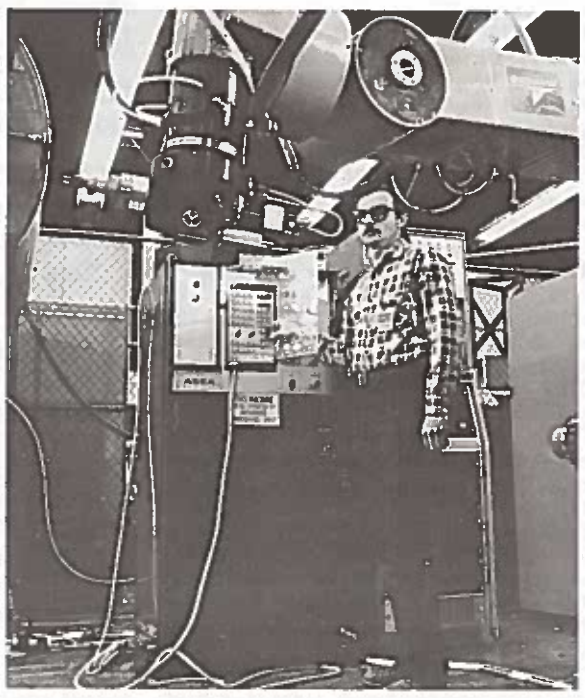
Brown works with Alfie in a special, fenced-off area in Plant 12.

"When we actually ran it for the first time, a lot of people came around to watch. I felt a little bit like a monkey in a cage," he says with a grin.

Routing a part manually is tough work. It requires that you exert about 25 pounds of pull during the whole operation, and the people who do that work go home tired at the end of a day.

Even though Alfie provides the muscle and turns out piece after piece of excellent work with remarkable precision, he still can't do it all. Programming him, monitoring the results, and figuring out what to do with him next is tough work, too — and Warren Brown still goes home tired at the end of the day.

As Henry Ford said over 60 years ago, "There will never be a system invented which will do away with the necessity for work."



Robot. *Warren Brown instructs Alfie, an industrial robot, to drill holes in an outer skin portion of an F-14.*

They're the tops. *Tom Lahey (R) and Lenny Poveromo (C) accept the award won by the 757 composite wing spoilers produced in Milledgeville. The Society of the Plastics Industry gave the award at their Washington, D.C. conference and exhibition.*

Milledgeville Ops. gets blue ribbon

The new 757 jetliner that Boeing rolled out on January 13 has some blue ribbon parts aboard. The composite spoilers built in Plant 66 in Milledgeville, Georgia, won first prize in the Aircraft/Aerospace category by the Society of the Plastics Industry.

The spoilers took the prize at the 37th annual conference and exhibit of the Society's Reinforced Plastics/Composites Institute, held last month in Washington, D.C.

Tom Lahey, deputy general manager of Milledgeville Operations, and Lenny Poveromo, a senior engineer with Advanced Manufacturing Materials Development in Bethpage, accepted the award.

"Everybody was extremely pleased," says Lahey, "especially since it is a new product on a new commercial aircraft that is going to get a lot of visibility."

Milledgeville delivered the first shipset of 12 spoilers to Boeing last May. The contract calls for 200 shipsets to be produced, and Boeing has options for 200 more.

It is the largest contract Grumman has had at Milledgeville since operations began there in 1975.

obituaries

DOROTHY J. SNYDER of Repro Services, Pl. 15, died Jan. 9 at the age of 54. She had been with the company since 1963 and resided at 1953 Seaford Ave., Wantagh.

JOHN A. SAFFER of Inventory Control, Pl. 2, died Jan. 10 at the age of 42. He had been with the company since 1960 and resided at 500 Oak Neck Rd., West Islip.

ALLEN E. CLARK of B/P Warehouses, Pl. 21, died Jan. 22 at the age of 57. He had been with the company since 1965 and resided at 42 Webster Ave., Manhasset.

JOHN S. TITTERINGTON of Program Contracts, Pl. 25, died Jan. 23 at the age of 59. He had been with the company since 1963 and resided at Harbor Beach Rd., Miller Place.

RONALD A. PADGETT of ILS Digital TPS Engineering, Pl. 47, died Jan. 23 at the age of 46. He had been with the company since 1963 and resided at 37 Burrs Lane, Dix Hills.

ANTHONY A. PASSANNANTE of Insp-Mechanical, Pl. 3, died Jan. 23 at the age of 50. He had been with the company since 1965 and resided at 1003 N. Fulton Ave., Lindenhurst.

CHARLES W. RAINWATER of Supplier Planning and Control, Pl. 30, died Jan. 24 at the age of 62. He had been with the company since 1969 and resided at 120 Harbor Lane, Massapequa Park.

Call 0000 for phone help

Have you got the telephone blues? Can't get a dial tone? Hear a constant buzz?

Call the Telephone Repair Desk, Ext. 0000. If you live outside the 575 exchange, dial 111-0000.

Be prepared to give the following information: name and extension number of the individual to be contacted by the repairman; location of telephone or line to be repaired; extension number of broken telephone; and color of phone.

Early tax filers get faster refunds

If you file your federal income tax return early in the season, you will probably have any tax refund you are entitled to within six weeks.

Avoid the backlog

"The quick turnaround time is possible because the service center where the returns are processed have fewer returns coming in early in the filing season," says Thomas Coleman, IRS director for the district covering Brooklyn, Queens, Nassau and Suffolk. "Later on, the backlog becomes so big that taxpayers may have to wait as long as 10 weeks for a refund."

Coleman adds that you can also help the IRS expedite the processing of your refund if you use the peel-off address label and the IRS coded envelope that came with the tax package of forms you received in the mail. Both save IRS processing time.

The printed label reduces errors in the writing or reading of names, addresses and social security numbers. If the label needs correction, such as an address change, taxpayers should make the correction right on the label.

Whenever you file your return, make sure that you've included your W-2 form, checked the return for accuracy, and signed it. Both husband and wife must sign if it is a joint return, even if only one had income. Errors or lack of signatures will invariably delay refunds because the return must be taken out of the processing stream for correction. IRS can correct arithmetical errors but it must send unsigned returns back to the taxpayer.

Early gain

Incidentally, Coleman reports that it is not true that returns filed early are more apt to be audited than those filed later on. The criteria for selecting returns for examination have nothing to do with when they are filed — only what's in them. So, he suggests, if you have your W-2 form and other necessary information, file now. You only have your refund to gain — early.

Personals

My wife and I would like to express our deep gratitude for the sympathy and kindness extended by all our friends at Grumman, and especially the Boeing Program personnel at Plant 09, for sharing our sorrow in the recent loss of our son Michael and daughter-in-law Veronica. **Katherine and George Gajewski**

My family and I wish to express our sincere appreciation to our friends at Grumman for their expressions of sympathy associated with the recent loss of my father. **Renso Caporali**

The Nicholson family would like to express our sincerest thanks for all that our Grumman friends and co-workers did during our recent loss.

We sincerely thank our Grumman family members, particularly those in the Quality Engineering department, for their thoughtfulness upon the loss of our mother, Carmela. **Bill Reale and Family**

My family and I would like to express our sincere appreciation for the kind thoughts and expressions of support and sympathy during the recent loss of our mother. **Pamela Craig and Family**

My family and I wish to extend our thanks to Grumman and my co-workers for the kindness expressed at the loss of my sister Catherine Pfleger. **Loretta Smith**

Gladys and Dan Tynan wish to acknowledge with grateful appreciation all expressions of sympathy which we received from our fellow Grummanites on the death of our son Mark.

I would like to thank the gentleman who returned the twenty dollars left in the withdrawal drawer at the safe near Plant 2 on Jan. 26, 1982. **Pauline Sandmann**

Mrs. Joseph Harrison wishes to thank all her friends at Grumman for their concern during her recent loss of her husband Joseph H. Harrison III.

Josh Heisman and family wish to thank everyone for their thoughtfulness and sympathy at the loss of his mother.

Check it out, New Yorkers!

New York taxpayers, take heed. The printed label which you received with your 1981 New York State Income Tax Forms may be incorrect. Your social security number might be wrong. Check it out before you mail your tax forms back to the State.

GRUMMAN plane news

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Different defense. *Aikido is a non-aggressive, non-contesting art of self-defense once taught only to the nobility class of Japan. But you can learn it by joining the Grumman Aikido club. Call Harry Brondo, Ext. 2719, or Marty Brooks, Ext. 115-6171, for more information.*

Qualifiers named for '82 men's varsity

The 10 men who are the 1982 Grumman Varsity Men's bowling team have been chosen and two of them have made Grumman bowling history.

The starting five were chosen by a three game roll-off on February 6 and those results will be in the next issue of *Plane News*.

Ed Gabriel, last year's captain, was still in first after the final round of qualifications. In second position, 86 pins behind Ed, was Ken Smith Jr. Ken and his father, Ken Sr., are the first father and son to make the varsity team in the same year. Ken Sr. was in fourth place.

Also making the team this year are: Grover Hart, Judge Locke, Dave Evans, Ernie Neves, Frank Tucholski, John Lofano and Ed Hilbert. Hilbert took the place of John Alston, who is unable to compete with the team for personal reasons.

Both Smiths had made the Grumman team before. Ken Jr. was on the team one year during the early 70's, then left the company in 1976 to join the Professional Bowlers Association tour. He feels his scores were competitive in the five years he spent on the tour, but the expense of following the tour and raising sponsorship money made him decide to drop out.

But, back at Grumman, he's making a run at the top spot on this year's team. And Ken Sr., credits his son for helping him make the team. "He had given me some tips and got my average up from the 180s to the 190s," he says.

Dramatically, it seems. "Before the last six-game block," his son recalls, "we sat down and talked. He was in 11th place at the time. He went out and shot a 1210 and jumped up to fourth place.

"I'm tickled pink he made the team."

Women finish their first round

Maureen Croes and Arleen Schwemmer, tied for first, lead a list of 31 bowlers after the first round of qualifications for this year's Grumman Varsity Women's team. Both have 785 series for four games.

This year there will be three rounds of qualifications, one more than in previous years. Also, according to Recreation's Herb Mahoney, there will be 10 women on the team. For the last several years there have been only eight on the team.

The others filling those first 10 slots after the first round are: Mary Jane Hooper (758), Rita Mathia (705), Kathy Hasselbach (702), Ellen Steimle (694), Evelyn Gerdon (676), Jennie Razzini (675), last year's captain Pat Ogilvie (663) and Connie D'Agostino.

calendar

Aikido Club: every Wed., 5 p.m., Recreation bldg. Beginners class. Guests welcome. M. Brooks, Ext. 115-6171/H. Brondo, Ext. 2719

AIAA: Wed., Feb. 17, Antun's, Hicksville, 5:30 p.m. Guest speaker will be Dr. Harold Rosenbaum, President HRA Inc. Guests welcome. S. Winkler, Ext. 4420/ J. Kohn, Ext. 3772

Alcoholics Anonymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521; Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Hdg. Bldg.; open meeting. C. Robb, Ext. 117-6526

Amateur Radio Club: every 3rd Wednesday of the month. Plant 5 conference room BD-1, 5 p.m. D. Townes, Ext. 2889

C.B.I. Vets: Tues., Feb. 23, Recreation bldg., 5 p.m. R. Fong. Ext. 2484, 8617/ W. Pytlowany, Ext. 8616, 8617

Coin Club: (Calverton) every Fri., noon lunch, Pl. 6 conference room. W. Kondratowicz, Ext. 6680

Computer Club: Mon., Feb. 22, Recreation bldg., 5 p.m. Beginner to advanced programming of personal computers. Guests welcome. J. Hayne, Ext. 0497/P. Frumkin, Ext. 2797

Dance Club: every Wed., 5-8 p.m., Recreation bldg. Guests welcome. G. Cupolo, Ext. 4155

Fencing Club: every Wed., 4:30-6:00 p.m., Recreation bldg. Free instructions, guests welcome. J. Hayne, Ext. 5556/P. Chaldaris, Ext. 3638

Folk Dancer's Club: (Calverton) every Thurs., 2nd floor, Pl. 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835

French Club: Tues., Feb. 23, 19 N. Windhorst Dr., Bethpage, 5:30 p.m. Reading material on current events. Guests welcome. Dr. Louis Kaufmann, Ext. 2323

Grumman Disabled American Vets: Wed., Feb. 17, Pl. 3 cafeteria, 4 p.m. Members only. T. Melia, Ext. 4750

Karate Club: every Tues. and Thurs., Recreation bldg., beginners 4:30 to 5:30 p.m., advanced 5:30 to 7:00 p.m., black belt instructors, physical and mental development; guests welcome. T. Ortiz, Ext. 4764

Model Railroad Society: every Wed., 7 p.m., Recreation bldg. Regular meeting. Guests welcome. R. Muntz, Ext. 8896

Motorcycle Club: Wed., Feb. 17, Recreation bldg., 5 p.m. General meeting. Guests welcome. K. Mann, Ext. 1645

Photography Club: Mon., Feb. 22, Recreation bldg., 5 p.m. Guests welcome. D. Burdish, Ext. 9582

Professional Secretaries International: Thurs., Feb. 18, Polish Hall, Riverhead, 6:30 p.m. Program will be "Coping with Stress." Monthly dinner meeting. Dinner is $7.00 including tax and gratuity. E.M. Gaias, Ext. 117-7397

Ski Club: Wed., Feb. 17, Tiki Lounge, North Babylon, 8:30 p.m. Guests welcome. A. Garmendia, Ext. 7819/8910

Tap Dancing Club: every Monday, Recreation bldg., 4:45 to 5:30. Beginners and guests welcome. P. Tropea, Ext. 8091

Roller Skating Club: every Thurs., Levittown Skating Rink, 7:30 to 11 p.m. Lessons 6:30 to 7:30 p.m. Guests welcome. H. Denen, Ext. 2291

Stamp Club: First three Wed. of every month; 5-6 p.m., Pl. 35 cafeteria; trading sessions and discussions. S. Hoops, Ext. 3926/8586

Table Tennis: every Thurs., Pl. 24, 5 p.m. and every Fri., Recreation bldg., 5 p.m., also every lunchtime. Beginners and guests welcome. B. Fabricant, Ext. 9307

Personals

My family and I would like to express our sincere thanks to everyone for their thoughtfulness and kind expressions of sympathy. **The Wieliczko Family**

I wish to thank my fellow employees for their kind expressions of sympathy to me and my family after the recent loss of my father. **Harold Pabst**

scorecard

Getaway weekend

The Recreation Department has a great weekend of entertainment and activities scheduled for you, but you'd better hurry to take advantage of it.

On the weekend of April 16-18 you go to the Playboy Club at Great Gorge. There's entertainment in the Playboy bar and the Cabaret and you can dance the night away in the Bunny Hutch Disco. Plus, there's tennis, swimming and more. Two brunches and one dinner are included in the $160 per person price.

Call the Recreation Department, Ext. 2133, for more information. The $50 per person deposits are due immediately.

Calling Iran vets

The annual picnic and reunion of the Grummanites who worked in Iran isn't until July 24. But now is the time to make plans to be there, especially if you don't live locally. And if you will need overnight accommodations — or if you have accommodations — available please contact Andrea Ryan, 516-781-3527 evenings.

people

Major step

"Many years ago I was told I would never go beyond the rank of major," Tom Gregory recalls. Whoever said that should have completed the phrase. Gregory is one of nine people whose nomination to the rank of major general in the Air Force Reserve that will be approved by this session of Congress. It is the highest rank a reservist can attain and only 28 others now hold it.

Gregory is a senior economist at Grumman and, when on duty with the Air Force, an assistant to the deputy chief of staff for logistics, Military Airlift Command (MAC).

He travels all over the country on his once-a-month tours of duty. "I'm required to make sure reserve units are operationally ready and able to maintain wartime operations," he says.

There are more than 38,000 Air Force reservists in the country who are part of MAC, so he meets many people. "You get a real sense of the pulse of the people in the country. The reserves today reflect the spectrum of our society."

The reserves, he feels, have changed since Vietnam, when people joined to avoid being drafted. "There is a certain seriousness about reservists," Gregory points out. "Now there's a greater perceived threat in the world and our resolve as a nation is returning. It's not flag waving patriotism any more."

Gregory was commissioned in 1951 when he graduated from Fordham University. He holds two bachelor's and two master's degrees, has taken several doctoral courses and taught economics and management.

He decided to remain in the reserves after leaving active duty in 1953 because, "I've felt over the years that it's something we have a civic obligation to do.

"But," he adds, "you don't set out to be a general."

Tom Gregory

Houston people offer some hot cooking tips

The people at Grumman Houston decided to put together a cookbook, and no one submitted a recipe for cinnamon toast or Jell-o with fruit. In fact, if you'd like to try some of their recipes in your own kitchen, make sure you have a Texas-sized supply of red chilies, garlic, and cayenne pepper in your cupboard.

Here's a sampling:

Bob Sheets Wild Tomcat Chili

1 large yellow onion, 2-3 cloves garlic, 2 lbs. chili meat, 1 ½ tablespoons ground cumin, 3-4 tablespoons chili powder, ½ tablespoon paprika, ½ tablespoon cayenne pepper, 3 dried red chilies, 1 8-oz can tomato sauce, 1 or 2 cans red kidney beans, 1 can Coors beer, ¼ cup cider vinegar.

Chop onion and garlic finely and saute in butter; add meat and brown lightly. Add spices and tomato sauce. Reduce heat and add beans after thoroughly mushing them in blender. Add half the beer and drink remainder. Add vinegar. Simmer 45 minutes to 2 hours, stirring every 15 minutes.

Sam Hudak's Cajun Cake

2 cups flour, 1½ cups sugar, 2 teaspoons baking soda, 2 eggs, 1 1-lb. can crushed pineapple.

Combine all ingredients, pour into greased 13 x 9 inch glass pan; bake 40-45 minutes at 350°.

Coconut-pecan icing: ½ cup sugar, 1 small can evaporated milk, 1 stick margarine, 1 small can coconut, 1 cup chopped pecans.

Bring sugar, milk, and margarine to a boil; add coconut and pecans. Pour over warm Cajun Cake.

Jerry Epstein's Bar-B-Que Sauce

Two or 3 medium onions, pureed, ¼ cup olive oil, ¼ cup corn oil, 2 or 3 cloves of minced garlic, 1 16-oz. can of tomato puree, ½ teaspoon salt, 2 teaspoons basil, 2 heaping teaspoons dry mustard, ½ cup strained honey, ½ cup worcestershire sauce, ½ cup chicken stock, ½ cup dry red wine.

Saute onions and garlic in oil, then add rest of ingredients except wine. Simmer 10-15 minutes, add wine and heat through.

Howard Holland's Hot Sauce

Four green bell peppers, 20 Jalapeno peppers, 2 large onions, 5 8-oz. cans tomato sauce, 2 8-oz. cans Rotel tomatoes and chilies*, 5 segments garlic clove, 2 16-oz. cans tomato.

Puree all ingredients in blender or food processor; mix together and refrigerate. Great dip for corn chips.

*Local brand — may be difficult to locate.

Circle update

Are you thinking about jumping on the quality circle bandwagon at Grumman?

To find out about this program, call Fran Higgins of Personnel's Quality of Work Life Programs, Ext. 8305. She will arrange for a presentation to be given in your area on the quality circle concept.

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